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ROARING DAY FOR EWO TINY SHIPS

Though, Came Near Spoiling the Whole Show.

RAMMED INTO THE CLERMONT

Just Some Woodwork Carried Away, Nothing More, in Accident Down the Bay.

C

uting, Whistling and Cannonading for the Reproductions of the Old Timers -- Huge Volume of Noise Proceeds From & Great Crowd Both on Land and Water-Millions, Likely, Watched the Progress of the Recorting Fleet Parade-Vessels of Every Type and Many Nations in the Demonstration That Marked the Real Beginning of the Rudson Celebration—Receptions and Dinners a Part of the Day's Festivities, Made All the Better Because Weather Turned Out Faverable.

With Nature's amiable aid New York, consisted by several thousand foreign friends and several hundred thousand friendly neighbors, pitched in with sindly purpose to enjoy the start of the Hudson-Fulton celebration. New York's and its visitors' good intentions had the friendly favor of the weather throughout the day, and what started in with a multitude as perhaps merely a fairly active interest worked up with favorable circumstances throughout the day until it culminated in a burst of glorious enthusiasm.

Naturally the weather was on the minds of some millions of people who purposed taking part in or witnessing yesterday's various marine spectacles but it has been observed that folks who are interested in the weather take note of it themselves. Therefore the general state and condition of the weather are given merely that permanent history may be set right on the matter. It is enough to say that the day was perfect a cloudless sky, cool air and a brisk northerly wind which kept myriads of decorative flags briskly fluttering throughout the day and night.

Oh, but here is one thing more weatherking its way up around the northernmost end of the nine miles of battleships and as the first end of the evening parade was getting into formation the sun set, ad finding over in the west there a filmy mist to paint it forthwith painted it in distinct and far flung streamers of orange

You observe the compliment. The unpainted mist supplied the streamers of white, and there at the end of a day which New York had devoted in large part to rating an achievement of an old Holland company the sun sank down peacefully behind a wide banner of its colors, orange, white and blue. RABLY TO THE CELEBRATION.

New Yorkers are accused of being leisurely in starting their day, but they can be up brisk and smiling at 6 o'clock of a morning when they are on pleasure ent. It is the truth at the whimsical your thousands of New Yorkers were diligently making their way to the free es of lawn and terrace and road and path on and along Riverside Drive and far nd the point where the drive ends. away out to Spuyten Duyvil. Those who nd good viewpoints at an early hour were not destined to wait in vain for enter ent. The stretches of the river were alive and brilliant with hundredsliterally it is not exaggeration to say dy in their places in the river coves the big ones making their way to their

appointed stations.

Then when eight bells ruffled up and down the long line of warships a magic red. At the very instant of the of the first bell nine miles of warships were briskly, almost instantly, dress from stem to stern and up over their -those that had them-or their thing tops-those that had them-or in the case of many of the Americans ever the tops of those wonderful new owers which the wise tell us are designed be occupied by men who control the fire of the guns.

Beally it was an inspiring sight to se many thousands of brilliantly colored mags flung all at once to that brisk cool breeze and to realize the orderly disci-pline which made possible such a beautiful transformation scene.

THE SALUTE BEGINS

Soon after eight bells, early as it was, the German and French flagships lying about midway in the long column of war marking the centre of the river an a bewildering series of salutes. The Germans fired from their gun decks, the French from saluting guns in their aghting tops, and whatever it is aboutently had to do with a scooting and down the river of launches fly-Admirals' flags-it was a lively inauon of a very gay day on old Hudson. Not quite with the promptness of the ight bells, but while those salutes were

ng on, thousands of yachts, steam and sail, big, handsome, oceangoing private hte, cruising and racing craft, saucy le motor boats, power boats of the kir n which their owners and families live.

power boats of the kind which afterward dashed up and down the river at high speed, even little canoes, outfitted with iny masts, all of them too dressed them-

selves in gala day colors. Moving down the stretch of river past The Cranky Half Moon, on the New Jersey side, all both as to their great ships and their long wharves noeing out into the river, were elaborately dresse with flags and sometimes gayly decorated also with flowers and greenery.

ESCORT MAKING READY.

Further down the river, as one began to see the openings of the bays, were to be over the heads of the crowd and get a noticed the first evidence of the official escort which was later to precede the little replicas, the Clermont and the Half give good service in aid of the police boats.

the Staten Island shore, you came upon a between 145th and 152d streets, letting flotilla of United States torpedo boat de stroyers, eight of them, low lying, black, businesslike concerns which, whatever their particular offices in war may be, are back up the grades when the parade the most warlike looking craft in Uncle was over and the folks wanted to get

But among those on board the early nvestigating craft in Staten Island waters the liveliest interest was felt in he historic reproductions. They lay over in the wide mouth of the Kill van Kull. guarded by police boats, because every other kind of a boat which made its early appearance there displayed a too friendly interest and if unrestrained by police persuasion would fairly have losed the little fellows out of the water.

There was much to awaken interest in hose little craft. The Half Moon looked like a toy to put on a mantelpiece or. still more in miniature, to use as a watch charm. She looks like something that an old salt down in Sailors Snug Harbor might design out of his idle fancies and carve out with a jackknife. Descriptions enough have been printed of her, but a little more must be said here, partly to illuminate her amazing performance little later when she seemed to try to sink far in excess of the supply her rival, the Clermont, and failing in that ran amuck among the flotilla torpedo boat destroyers, acting for all the world as if she had declared war on

THE HALF MOON'S BEAK.

Let it be known, then that her bowsprit wonderfully carved and painted contraption shaped like the beak of a bird of prey. Her jibboom, on the contrary, is a modern looking spar, but not as in modern ships an extension of her bowsprit, but starts independently from her stem and rises at a more acute angle than ner bowsprit. Stepped well forward is a which three square sails are rigged, and this whole mast has a slant forward instead of aft.

Her mainmast, square rigged also, has a modern stant aft and is of two pieces. and her mizzenmast, a single stick, is rigged with a single spar sail somewhat like a spritsail, and also suggesting the lateen sail of Italian fishermen. She was manned with about twenty sailors dressed in sailor toggery of 1609 and officered by a skipper adorned with remarkable whiskers and a sugarloaf hat, and who wore white silk stockings.

The sailors themselves were in blue wise that slould be noted! Just as the or red or buff jackets, heavy knickerstrange little craft could sail, and thereby hangs a tale.

The hull of the Clermont is rather smart in appearance, but what made he remarkable to look upon was her boile openly and honestly planted on deck and her uncovered side wheels looking like old-fashioned water wheels. At a quarter after 10 o'clock Dalzalline gave towline to the Clermont and the tue Dalzell passed out a new hemp hawsen to the Half Moon, and under tow both craft began to move around toward St George.

THE CLERMONT STARTS OFF.

Presently the Clermont's skipper, eage as it appeared, to show that he could make headway under his own power, cast off his towline. The frank little millwheels began to revolve in the right direction and to the surprise of a multitude the precise reproduction of the first steamer to ply the Hudson struck out an inde pendent automatic course in a general direction of the St. George ferry landing Observing this the skipper of the Half Moon had a feeling that that was more than human nature-Dutch human nature, anyway-should be called upon to stand without a challenge in kind.

It was the beginning of trouble Straightway a lot of knickerbockered sailors on the Half Moon went shinning up aloft and to the vociferous delight of every one they began shaking out the fore, squaresail and topsail of the little beurdly large in comparison with the size of the ship that bore them, began to draw, what did the Dutch skipper do but

She turned her beaked nose toward St George also and pursued a zigzag course after the Clermont. That was all right, Clermont got tired and her wheels stopped when she was within a stone's throw of the St. George ferry landing, and there she lay headed east. The Half Moon made a beautiful crescent turn and headed for the Clermont. Naturally no one thought that there was going to be thought the Dutch skipper had it in mind to show off some neat seamanship. Perhaps he would round the Clermont or draw up alongside and pass over a bottle

THE CRANKINGS OF THE HALF MOON. Right here it should be explained that turned, and it is turned of course by an old fashioned whip staff, ten degrees port that the poison ivy crop of irritating or starboard from centre. It appears that that isn't much of a turning for a sailor not brought up in the nautical school of 1609. Anyway that ten degrees wasn't enough for the Half Moon the Clermont. People began to gasp. The Clermont's skipper rang his paddles astern, and they actually made one half turn in that direction. Then he

rang shead, and the mill wheels turned Continued on Fifth Page.

The Drive Pairty Cheked With Them Dur- POLICE FAIL TO ing the Parade.

There are something like 80,000 auto-mobiles licensed in this State, and a not the Mayflower, marking the southernmost line of naval craft, there was yet no lack of life and color. The English, French and American liners on the New York side, the pathway from Seventy-second street American liners on the New York side, the pathway from Seventy Scandinavian, German and Holland lines to 145th street was jammed with them.

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Scandinavian, German and Holland lines and when occasionally the police held and lines are used. East Orange, N. J., had her leg broken. the road, a tangle of about fifty were in a very few minutes.

The taxicab folks did a fine business most of the fares riding sitting up or the folded over tops in order to view of the parade on the water that way

Owing to repairs, the part of the drive from 145th street to about 152d street Moon, up the river. This evidence was in is cut off from general use. The auto the form of a squadron of United States mobilists ran their cars into the piece revenue boats, some of which were later to of roadway that was left and parked them there. They also choked up the A little beyond them, heading toward side streets from Broadway to the drive, their cars run down the incline and stopping them in favorable places. It took a lot of trouble to reverse the machine

The drive was massed with people from an early hour in the day. The on the sidewalks and did not let them fringe the wall in such numbers that passing was impossible. Riverside Park presented a number of splendid slopes which made excellent natural grand stands

GREAT DAY FOR TAXICABS. Every Motor Vehicle That Could Be Rented Was Taken Before Night.

The demand for motor vehicles of all and particularly taxicabs, exceeded all expectations last night. Managers of garages said that every available automobile was in service. for taxis, the companies reported that if their equipment had been ten times as great the demand would have been

The New York Taxicab Company had 700 machines in service. They snapped up during the afternoon. The New York Transportation Company, with the United States, was glad of it and 500 machines on the street, had to begin proposed to make a short job of the refusing patrons long before the theatre hour. The Central Park Taxicab Company had 100 taxis out and could have placed 1.000. Twelve or fourteen of the smaller concerns that had from fifteen to fifty machines in use reported that they had calls for hundreds. All the hotel stands were barren of anything

resembling an automobile Fifth avenue, Broadway and Riverside Drive were crowded with automo biles, public and private; some stealthily stealing up behind the pedestrian and nipping him unawares, others distractngly importunate in their warnings The New York Transportation Company operated sixty-five coaches on Fifth avenue, its full complement. Every bus, holding from forty to fifty persons was crowded

THE LONESOME EAST RIVER. The Other Stream Had Almost All the Attractions Yesterday.

The East River could hardly have been more lonesome when Henry Hudson sailed into the harbor three centuries st of the long marine parade was slowly buckers and woollen stockings. Many ago than it was yesterday. There was where each day big tows are made up o go to Albany. Troy and through the canal. No tugs plied up and down seeking jobs or bent on some mission The steam lighters that help to make it so busy were absent, and steam yachts. big steamers that are usually crowded with passengers bound for Eastern ports

This loneliness was noticed from early norning. Occasionally a ferryboat with just a few passengers crossed the river. and once during the early afternoon a small harbor tug with a barge loaded with bricks was seen bucking the tide.

The piers were deserted too. All work eemed to have been suspended. The last of the business in the river was when the Sound steamers passed through early n the morning, crowded with visitors to the show. Everything had gone west. piers and the waterfront had gone, and it was quieter on each side of the East River than on Sunday.

Brooklyn seemed deserted too, except hat part that fronted on the water where the big pageant was. A few blocks away from that waterfront the borough was deserted. In walking through these deserted streets one occasionally saw moke rising from a chimney, showing that a few had remained at home, and once in a while a perambulator was seen on the street.

WHAT WILL AIL THEM?

Palisades Spectators Nestled in Luxurian Clumps of Poison Ivy.

A great many persons who saw yes terday's big parade from the wooded slopes of the Palisades over in Jersey will probably wonder in the near future what is the matter with their faces and hands. It is probable that physicians and others will tell them that they are suffering from ivy poisoning.

The climbing three leafed ivy grows luxuriantly in many of the prettiest spots on the top and sides of the bluff, and as nearly all the shady nooks, acces sible rocks and other "good places" were occupied during the afternoon and evening the poisonous vine had a chance

Persons who do not live in the country snuggled comfortably in great clusters of ivy leaves and handled the vine with thought of future trouble. Others out off sections of the vine which partly obstructed their vision and made wreaths the rudder of the Half Moon can only be of the leaves. The wise ones who knew what the shrub is capable of doing believe itches will be a large one.

Two British Ships Open

Two of the British battleships statio n the harbor will be opened to the public next week every afternoon from 2 to clock. They will be distinguis yellow and red diagonal flag.

TO SEE HUDSON-FULTON PARADES.
From Reviewing Stand, in choicest location, portheast corner Mst street and Fifth avanue. Seate on sale to-day, 11, 48.50, 48, at MAHN'S, 1165 Broadway, Tel. (147 Madison.—Adv.

106th Street-Two Hurt. HOLD CROWDS

Tried to Go Somewhere at Same Time.

TRANSIT LINES ALL CHOKED

Commissioner Bugher, Who Was in Command, Couldn't Supply Men. -

ills for Aid From Subway and Elevated Be Summoned From Brooklyn-The Jam Straightened Itself Out and at 10:30 o'Clock the Situation Was Under Control Again-Fight on One -Riverside Park Became So Jammed That Inspector Schmittherger Ordered Both Entrances Closed-Twenty Minutes From Street to the Subway.

The policing of the subway and surface problem that the police have tackled for years. Commissioner Bugher at Police Headquarters was always in direct telephone connection with Inspector Max Schmittberger at the reviewing stand at 110th street and with the various precinct commanders.

At 9 o'clock things began to look bad. The subway by that hour was completely choked all along the line north of Ninetysixth street and schedules were in a state of chaos. Precinct commanders at the various stations of the subway were telephoning the Deputy Commissioner at headquarters every few minutes, telling him that they could not control the crowds at the stations and that they needed more police.

The Commissioner policemen were rushed from all the downtown and East Side precipcts. Shortly after 9 o'clock, after talking over the telephone with several captains. Deputy Commissioner Bugher said:

"The conditions in the subway are already serious. When the crowd breaks for home the police will be taxed to their utmost strength, but we will use every possible precaution to hold the crowds river front to the traffic centres along with the crowd, and in that way we can probably gain and keep the upper hand."

The first trouble started in at 3:30, when the crowds along the river front began to go home and the crush on the subway and elevated lines was terrific. The Inter borough officials sent out call after call for reenforcements, until there was a sergeant and ten men at all subway stations from Seventy-second street to Dyck

The principal congestion was at Ninetysixth street. There the crowds became overwhelming. They rushed in by the helmed the police by force of numbers until thirty men were on duty and the semblance of order restored. So it was all along the line, principally at 103d, 10th, 116th and Manhattan streets. At 149th street and Third avenue,

transfer point to the elevated, traffic was at a standstill at 8 o'clock. The Police Headquarters that the stairs were jammed so that movement was impossible. A sergeant and twenty men were hustled up there.

Frank A. Council, a negro porter on the elevated, got in a fight at 149th street the train, which was stalled for fifteen points to keep out the crowd, which reserves from the Morrisania and Alexander avenue stations.

effect for hours afterward. The crowds the addition to the executive offices. below this point, held up for lack of trains, grew rapidly at all stations and ousy sending men all along the line north of Seventy-second street.

At about 10 o'clock the crowd gath-

ered on the slopes of Riverside Park to witness the fireworks and searchlight illumination became so great that Inspector Schmittberger gave orders to close up the entrances. The crowds at the subway stations had thinned somewhat before the night crowd started on the rush home, but more policemen were sent to the different stations in anticipation of what was coming when the rush started. The crowds in Brooklyn and Staten Island had dispersed at this time. More policemen were sent to the Brooklyn Bridge to be ready for the nomegoing crowds.

By 10:30 o'clock the police had entire control of the crowds at the subway stations. While thousands were jammed into Broadway at Ninety-sixth stree and other points north the police had control of the subway entrances and kept the crowds in lines, so that it took only about twenty to twenty-five minutes to travel from the street level to the ticket

The growd began to thin so rapidly near 11 o'clock that conditions took on a mere every day rush hour look. Not an accident was reported in the su after the crowd broke up.

REVENUE CUTTER KILLS GIRL. INTERBOROUGH'S RECORD DAY. RIVER AND

The Lackawanna ferryboat Hopatcong. on its way up the Hudson with 1,200 passengers aboard, was rammed opposite ofth street last night at about 10 o'clock by the revenue cutter Seneca, and Miss Frances I. Stevens of East Orange was

The Hopatcong was struck amidships on her port side, the prow of the Seneca crushing through the overhang and tearing into about ten feet of the upper and lower decks. The young women friends and were sitting together oppo site the stairs on the lower deck. When the crash came everybody on that deck tried to get upstairs, and in this attempt st ored in the shops. Miss Stevens was caught between the prow of the Seneca and the stairs and was crushed to death. Edna Dollber, sister of Ruth, was also badly bruised.

According to passengers on the Hopatcong the Seneca stood so high in the water that the bow light could not be seen. A dozen other boats in the neighborhood stood by to give assistance and more than half of the passengers were taken off. Some reached the top deck and climbed onto the Seneca over the prow. Within ten minutes after the collision the Seneca's prow was withdrawn from the gash in the ide of the ferryboat. It was then seen that the hull of the latter was not injured The crew of the Hopatcong acted quickly and quieted the passengers, so that there was very little panic on board. The ferryoost was taken back to her dock in Ho-

At about the same time the Albany Day Line steamer Robert Fulton collided with the barge Andrew M. Church off 129th street. Both boat and barge had several feet of railing torn away, but no one was hurt. Several women aboard the steamer fainted, but the crew prevented any trouble.

EX-GOV. BELL DIES ON TRAIN. raffic last night was the most serious was at Grand Central Waiting to Go

Charles James Bell, former Governor of Vermont, died on a New York Central train late yesterday afternoon just as it was about to leave the Grand Central Station for Boston. He had been in the city for a few days on a business trip and was on his way to his farm at East Hardwick, Vt.

Just before the train left the station Gov. Bell was taken sick and called a porter to him. Dr. Sanford, the station physician, was sent for, but the Governo fied before the doctor reached him. It was not known then who he was, and the body was ordered removed to the Morgue, where it remained last night.

Charles James Bell was born in Walden. Vt., in 1845 of Scotch descent. He was educated in the district schools until 862, when he enlisted in the Union army as a private in the Fiftee nth Vermon Brooklyn for every available man, and Infantry. Later he was transferred to This total of \$13,000,000 does not include policemen were rushed from all the down- the cavalry corps, and although only the treasures from the cathedral, churches a boy was soon promoted to a corporal. He was wounded in the Virginia campaign

just before the close of the war. After the war Mr. Bell engaged in farming and began his political career when he was elected to the House of the State Legislature in 1882. In 1894 he was sent to the Senate and from 1895 to 1896 he served as a Railroad Comissioner. From 1897 to 1904 he was a member of the Vermont Board of Agriculture, during in check. It all depends on the way the six years of which time he was the State will benefit largely. people act as to how bad matters get, secretary of the board. In the capacity for six years.

He was elected Governor of the State in 1904 and served one term. He had been master of the State Grange since 1894 and was on the executive committee of the National Grange.

FIRE AT THE WHITE HOUSE. It was in the Partition in the Main Recen

tion Room of the Executive Offices. WASHINGTON, Sept. 25 .- At about 5:15 this afternoon an alarm was turned in from the executive offices on account of a fire in the partition in the main reception room, casued probably by a defec tive flue of the furnace, which is directly inderneath that room. The fire burned some of the wooden joists and went upward through the hollow part of the partition, which is of wire netting, and the

The firemen were compelled to chop a great hole in the side of the wall from ceiling to floor and the fire was quickly extinguished with a line of hose from the Interborough company telephoned to chemical wagon. Although there was a steamer there it was not necessary to use a large stream of water.

In order not to cause too much excitement or to gather too great a crowd only two wagons were sent, a steamer and the chemical. As soon as the alarm was and Lenox avenue at 7:30 o'clock. It turned in all of the gates were closed and took several policemen to pull him off policemen were stationed at various minutes. This so tied up the system however did not gather, and there were that a hurry call was sent out for the probably not more than a hundred people

who got to the scene.

The furnace was lighted this morning This early block at 149th street had its to furnish heat to dry out the plaster in far as the fire authorities who were on trains, grew rapidly at all stations and the job could remember, this was about Deputy Commissioner Bugher was kept the first fire in the White House since the British took a hand at it in 1814. The damage was very slight and can be

> WIRELESS TELEPHONE FEATS. With Great Clearness.

Special Cable Despatch to THE SUN PARIS, Sept. 25.- Charles Bos, naval xpert, describes the most recent experiments of naval Lieutenants Colin and leance in wireless telephony. Lieut. Colin, on board the-cruiser Condé, anchored in Salino Roadstead, talked with

chored in Salino Roadstead, talked with the utmost clearness with Lieut. Jeance at Port Vendres, distant 150 miles.

As wireless telephony depends for its success upon the height of the attenne, those used by the Lieutenants were of considerable height, but successful tests were made with torpedo boat destroyers at a distance of fifty-four miles.

Mrs. John D. Rockefeller III.

CLEVELAND, Sept. 25 .- Reports of illness of Mrs. John D. Rockefeller are confirmed by relatives of the family, v.o., however, say that Mrs. Rockefeller is illness is slight. She has been confined the house for the last two days suffering from a cold.

DEWEY'S FRESH GRAPE JUICE Presed in your sight, in our window, Dewey & Sons Co., 185 Fulton St., New

2.000.000 Persons.

Manager Hedley of the Interborough Company gave out a statement last night in which he stated that yesterday was the biggest day the company ever had with no exception. Over 3,000,000 persons were handled during the day, fairly divided between the elevated and subway systems. Trains were run on the shortes headway consistent with safety. The only trouble experienced was with congestion at the different stations. The apparatus worked faultlessly. The company was compelled to bring into use elevated cars abandoned years ago and

So many tickets were shoved into the oxes at some stations that the receptacles were packed full and carpenters were summoned to break them open.

HORSEWOMAN KILLED. ikuli Crushed by Horse's Hoof After She

MOUNT VERNON, Sept. 25 .- Mrs. Grace Schoett, sister of Stanley Dwight of Premium Point, was thrown from her norse on the Boston post road this afternoon near the entrance to Premium Point as she was returning home. One of the horse's hoofs struck her on the head and crushed her skull. She died instantly It is said that the horse was frightened by an automobile. Mrs. Schoett was an expert horsewoman.

CZAR'S MAIL BAG VANISHES. ound Again, but Maybe Some State Secrets Were Abstracted.

Special Cable Despatch to THE SUN.
PARIS, Sept. 26.—The Journal pub. shes a despatch from St. Petersburg tating that the Czar's mail bag disappeared from the Central Railway station in St. Petersburg.

It was eventually found on the platform, still containing letters and documents. It is feared that some of the contents were stolen.

\$13,000,000 UNCLAIMED.

Vast Treasures From Messina May Go to the Italian Government.

Special Cable Despatch to THE SUN ROME, Sept. 25.-It is estimated that \$2,000,000 in coin, \$6,000,000 in bonds and other securities, and \$1,000,000 worth of ewels recovered from the ruins of Messin are still unclaimed.

In addition to the foregoing there is a further deposit of a hundred strong boxes and 4,000 sealed packages, known to contain valuables, which have not been opened, representing at least \$4,000,000. and vaults of banks.

The valuables were simply excavated and were sometimes found clutched in the dead hands of unidentified men and women. The excavations will be comnenced again on October 1, when the unclaimed deposits will naturally increase.

As it is generally impossible for survivors to establish claims to the property, the

RAIN OF METEORS Honolulu Sees Nearly Forty Drop Inte the Ocean in a Night.

Special Cable Despatch to THE SUN

HONOLULU, Sept. 25 .- A rain of meteors which swept over Honolulu and vicinity caused alarm last night. More than forty brilliant meteors were counted as they fell into the ocean. None

CITY HALL OPEN AT NIGHT. Hundreds Enter for a Look Around

-Building Guarded for Fire. The corridors of the City Hall were opened to the public last night and hundreds took advantage of the opportunity to examine the paintings and plaques on the walls. The pillars and walls draped with bunting and greens and the interior was illuminated brightly

with electric lights To control the large crowds besieged the entrance all but one of crowd became unruly several times and several minutes. The corridors will be along. open every evening this week, but the

ffices are closed. To guard against a fire starting from short circuit Battalion Chief Ross, two lieutenants and fourteen firemen were detailed to remain in the building all

TEN SAVED WHEN BOAT SINKS. Collides in Harlem Ship Canal With Tug Wellington.

power boat Oconee, with four women and six men on board, was cut down and sunk at Spuyten Duyvil last night by the tug Wellington. Her passengers narrowly escaped death.
Thomas Airey of 303 East Seventy-third

street, owned the craft. With him were Prench Naval Men Talk 150 Miles Apart his wife, his brother John, Mr. and Mrs. George Ruckert, George J. Distler, deputy

ocunty clerk of Queens county, and his wife; Miss Irene Garrety, Miss Nell Jewett, and John C. Morse.

The boat was going through the Harlem ship canal when she collided with the Wellington while passing through the New York Central draw near the Hudson.
John Alrey was thrown overheard by the John Airey was thrown overboard by the impact. He swam ashore. The others were taken off the Oconee by Capt. Selig Burns of the tug Castle Point just before the yacht sank.

GOV. JOHNSON LEFT \$35,000. Will Bequeaths Entire Estate to His Widow.

ST. PAUL, Minn., Sept. 25.-It earned to-day that Gov. Johnson left a will giving all his estate, which probably will aggregate \$35,000, to his whlow Elinore Johnson.

It was not known that Gov. Johnson had made a will, in fact his private secretary, F. A. Day, expressed the opinion that he had not done so. The will was found among private papers in a small

IN FIERY GLORY

Night of Brightness and Blaze on Land and Water.

SHIPS PICKED OUT IN LIGHTS

Searchlights Playing All About Reveal the Boats Moving in Informal Parade.

Fireworks. However, Prove a Disappointment-Crowd Tires When Programme Is About Half Done and Rest of Exhibition Is Given Over-The Beauty of the Earlier Part of the Night's Lighting Effects a Compensation for This Shore Crowded With These Eager to Watch Warships Light Up and to See Battery of Searchlights -Repetition of Parada of Craft of Earlier Part of the Day Expected, but No Regular Movement Was Made.

As well behaved lights in a theatre should do, the sun faded away back of the Jersey hills promptly on time last night, and the audience settled itself then to enjoy the night show of illuminations and fireworks-with Manhattan and the North River as the parquet of the theatre, the Palisades and the Staten Island hills as the first balcony and the far summits of the Ramapos and the Oranges and the hills of Westchester and Long Island as the top gallery.

There was a moon looking down upon Manhattan when the town flared up in all its night glory for the first time during the celebration, but the moon looked as if she were heartily ashamed of herself -and she should have been too. She made a special effort by throwing one of those big rings around herself that she sometimes sports, but even then she looked at times like a patch of shadow by comparison.

The baldheaded row of seats of this hill rimmed theatre last night was of course at the North River and 110th street. That was the point where the notables had seen the day parade of boats on the Hudson and it was to this point that thousands who could get seats there and other thousands that couldn't hastened as soon as the sun went out. Whistler, who used to say that the most beautiful thing in the world to him was a river rimmed with lights at night, should have seen the Hudson last night

The starry sky had fallen down and had landed bright side up and rested where water was earlier. As early as 6:30 o'clock, when the City Hall, all the borough halls of the greater city, the big East River bridges, the skyscrapers, hotels and everything else hereabout sent forth fell in the city and no damage is reported. their first flash of lights, all the river lit up also. In front of the big white pylons of staff at the foot of 110th street lay the liner Nieuw Amsterdam with every line she owns studded with lighted bulbs.

about 9 o'clock.

Only fifty or seventy-five yards from the shore the little Half Moon and the Clermont lay at anchor, but as they were not light strewn you knew them only blurs of shadow on an oily river that tried its best to reflect the lights that stretched north and south as far as the eye could see. The Dutch boat Utrecht, lying just to the north of the Nieuw Amsterdam, also lighted up ahead of time. the iron gates were closed and only a but her chief electrician threw the switch few persons were allowed to enter at a after a few moments, leaving his vessel Even with this arrangement the again in darkness so that she too could flash forth with the others when 8 o'clock it was necessary to close the gate for and the signal to let 'er go should happen

FRENCH SHIPS FINE.

The French warships, a bit to the south, kept their lights burning steadily, however, from 6:30 o'clock until very late, and they looked especially attractive because of the colored bulbs interspersed with the regulation incande cents. From the waterfront a few yards in front of you to the rim of the Palisades, up and down as far as you could see, there were lights and lights and more

lights. Hundreds of thousands, undoubtedly millions, were gathered along the water-front all this time in Manhattan and Jersey waiting for the "cornet" signal of four red lights to be flashed from the Connecticut, far above Grant's tomb, to the other boats streaming many abreas all the way to the bay-the "attention signal to indicate that the Connecticut wished to indulge in some small talk by means of the red and white Ardo signals with all the rest of the river and to tell lesser folks that the flagship was

ready to throw on the current. The river wasn't just a river filled with immovable boats during these waiting hours by any means. As the big searchlights flashed up and down the water for miles one could see a great fleet of moving boats of various kinds winding in and out among the fighting ships. Excursion boats jammed to the rails were lying about far out in the stream. Big yachts ploughed up and down the river with parties of luxurious viewing it all with champagne in one hand and the other hand conveniently close to a push button when a "repeat order was deemed expedient.

Launches from the battleships, vachts and other boats were bowling to shore and out again, all busy as fox ter-